

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

— PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

REQUIRES NO DIGESTIVE EFFORT.

THE PULSE QUICKENED

AND THE HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS—

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 23rd January, 1896.

Today's Advertisements.

ZETLAND LODGE.

No. 525, R.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, 2nd Street, THIS EVENING, the 24th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th January, 1896. [184]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW. (Taking Cargo and Passengers at through rates for CHIOO, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"LOKSANG," Captain Moncrie, will be despatched as above TO-MORROW, the 25th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th January, 1896. [198]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"HANGCHOW," Captain Bennett, will be despatched on TUESDAY, the 28th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th January, 1896. [200]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK," Captain W. H. H. will be despatched as above on or about WEDNESDAY, the 5th February. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 24th January, 1896. [199]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [1850]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

DEATHS. At Shanghai, on the 18th January, THOMAS BROWN, aged 33 years.

At Chikiang, suddenly, on the 17th January, WILLIAM INNES, late Master L.C.S.N. Co.'s steamer *Kutzu*, aged 39 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 24, 1896.

ADMIRAL MAKAROFF'S INVENTION.

As pointed out by Mr. WHITING at the meeting held yesterday in the rooms of the Chamber of Commerce, H. E. ADMIRAL MAKAROFF is the first who has devoted his time and attention to devising some means by which, in the case of a collision, the ramming vessel (and in almost every case of collision one of the two vessels acts as a ram) can be herself so fitted that no serious damage involving the risk of foundering shall be done to the other.

All previous efforts have been directed towards making the vessel rammed either impervious to the stroke or so to construct her that, although cut into and opened to the action of the sea, the water could not so far obtain the mastery as to involve the loss of the vessel. It has been assumed as certain and beyond prevention that if the stem of one ship or steamer comes, ever so slightly, in contact with the side of another the latter will be cut into, and therefore all the proposals that have been brought forward and all the improvements that have been carried out in the construction of ships and steamers have been with a view to obviate the effects of this incision.

ADMIRAL MAKAROFF has devoted his attention to the study of the means by which the ramming vessel may be so guarded and defended that her stern will not, when a collision occurs, cut into or through the sides of the opposing vessel. He demonstrated very clearly that a comparatively small and inexpensive alteration in the construction of merchant vessels would render them almost entirely harmless. Perhaps we should have used the word addition instead of alteration. He proposes, outside and beyond the stem, to construct a nose of strong but light material with the frame filled with some soft material like cotton, which, on coming into contact with the side of the colliding vessel would yield to the pressure, would spread out, give back and assume a form which would cause the pressure exerted by the ramming vessel to expend itself over a large surface and not along a single line. He was able to justify his opinion as to the value of such a protective arrangement by the results of experiments made by the Russian fleet a few years ago, when ramming practice was carried out with vessels of three or four hundred tons displacement and going at a speed of six or seven knots in perfect safety, the vessels being protected all round by a fender made of branches of trees worked up into a rough rope of about a foot in diameter. He had also experimented on a small scale with models and had thus verified his calculation.

In commenting on the means adopted at the present moment to obviate the effect of collisions in passenger steamers he expressed an opinion that the larger bulkheads to be found in such vessels were not sufficiently strong for the purposes for which they were designed and that they were not adequately tested. He was of opinion that they should in every case be tried by the filling of the entire compartment with water, and that until that method of testing was adopted there was no certainty that these bulkheads would, on an emergency, be found efficient.

Mr. WHITING, Constructor to the Naval Yard, in a short speech questioned the correctness of the Admiral's opinion on this point and, while admitting that the most perfect test would be the water test suggested by the Admiral, pointed out that bulkheads were now constructed under rules formulated by the Board of Trade and by Lloyd's as the result of close and careful study of the subject, and as the result of elaborate calculations as

to pressure and strength of material. From the date of the adoption of these rules in practice there have been many cases in which vessels constructed in strict accordance with them were exposed to the severest tests from collisions or otherwise, and while up to 1893 there was a list of thirty-three steamers whose bulkheads had been exposed to and successfully resisted a heavier strain, there were no instances in which a vessel with her bulkheads constructed in accordance with the new rules had foundered at sea or been lost through the failure of her bulkheads.

In a paper read by Mr. MARTELL (Chief Surveyor for Lloyd's) at a meeting of the Institute of Naval Architects in 1893, the thirty-three steamers were specifically mentioned and Mr. MARTELL is reported to have said as follows:—"I know of no authentic recorded case of a bulkhead so fitted, having given way under maximum pressure; but many cases can be instance of vessels having had compartments filled reaching port in safety due to the bulkheads withstanding the strain brought upon them. Amongst such cases may be mentioned the following vessels—whichever, after collision, grounding, or other causes, had one of the compartments filled with water and reached a port of safety with the bulkheads intact. The above thirty-three steamers were built to the requirements and classed in Lloyd's Register. Of these, nineteen had been in collision with other vessels, and the remainder had been bilged from grounding or other causes. In each case a compartment had been filled with water, but the bulkhead was sufficiently strong to prevent rupture, and they all arrived at a place of safety and were prevented from foundering, due to the efficiency of the bulkheads."

We give another extract from another paper read at the same meeting by Dr. ELDER, confirming the view taken on the subject by Mr. MARTELL:—"There may not be the same quantity of experimental data available for regulating the strength of ordinary divisional bulkheads, because bulkheads of this class are rarely subjected to the strain of having to retain water in a compartment for a long time. Many persons have feared, as Mr. Martell says, that these bulkheads are, or were, sometimes useless in the event of the vessel being bilged; and it is satisfactory to see the list of thirty-three steamers given by him which have reached port safely, after collision or other accident, with a compartment full water and the bulkheads intact. There appears no sufficient reason to doubt that the ordinary bulkheads of ships as now fitted are strong enough for what is required of them."

It is very gratifying to find that although by profession ADMIRAL MAKAROFF is a destroyer of human life he has, nevertheless, given so much care and attention to devising means for the saving of life. The whole human race are his debtors, but especially that portion of it which goes down to the sea in ships.

TELEGRAMS.

REUTER'S MESSAGES.

OBITUARY.

LONDON, January 22nd.

Prince Henry of Battenberg has died from fever contracted in Ashant.

(Henry of Battenberg (Prince), son of Prince Alexander of Hesse and of the Rhine, was born on Oct. 28th, 1858, and on July 2nd, 1881, married H.R.H. the Princess Beatrice, born April 24th, 1857, and has two sons and a daughter. His Royal Highness is also conferred upon him on his marriage.)

THE PROPOSED EXTENSION OF THE MONROE DOCTRINE.

The resolution for the extension of the Monroe doctrine has been ill received, and is not likely to pass.

RUSSIA AND CHINA.

A Russo-Chinese Bank has been formed in St. Petersburg, and the Directors propose establishing branches in the chief European and Asiatic cities.

(From *L'Avenir du Tonkin*.)

THE ABYSSINIAN CAMPAIGN.

PARIS, January 15th.

The Abyssinians have attacked the Italian force at Makale, but were repulsed with great slaughter.

A NEW COMMANDER-IN-CHIEF.

PARIS, January 15th.

General Dods has been nominated Commander-in-Chief of the Forces in Indo-China. [It will be recollected by our readers that this officer commanded the French expedition to Dahomey about three years ago.]

FRANCE AND ENGLAND.

JANUARY 15th.

A much better feeling exists between France and England.

LOCAL AND GENERAL.

H.M.S. *Porpoise* and *Rainbow* are at Nagasaki.

RINDERPEST is causing numerous deaths among the milch cows in Japan.

THE Hongkong Cricket Club will play the Peak Club to-morrow, commencing at 2 P.M.

THE total value of the imports into Japan during 1895 amounted to \$59,964,355. The exports for the same period were valued at \$8,946,460.

THE Indo-China Co.'s steamer *Ontang* was floated yesterday, and has been taken to the Cosmopolitan Dock where repairs will be effected.

H.M.S. *Immortalité*, now at Singapore, is due here on the 1st or 2nd prox. She is a steamship of the *Narvik* class. Captain Edw. Chichester is in command.

THE *N. C. Daily News* learns that the contract for the transfer of the *Hanyang* iron works to a French syndicate, of which M. de Martens, the author of the Wuosung canal scheme, is the representative, has actually been signed. "For wavy that are back" etc.

THE libel suit, *Phya Kral v. Stam Press*, is reported to have ended, on appeal to the Supreme Court at Singapore, in a verdict of \$100 and costs against the offending newspaper.

AN emergency meeting of Zeland Lodge, No. 525, E.C., will be held in the Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

FOR snatching a silver hair-pin from a Chinaman who was walking along Queen's Road yesterday a young coolie was this morning sentenced to two months' imprisonment and two whippings of twenty strokes each.

THE steamer *Bonington* has been temporarily patched on one side and pumped dry, and now lies at anchor in Yau-ma-tei Bay, where she will remain until instructions are received from home as to what is to be done with her.

THE Russian Press continues to urge the advisability of leasing the island of Pulo-Way, on the north coast of Sumatra, from the Netherlands Government. It would probably be a great advantage for Russia to have a coaling station in the East-Indian Archipelago.

THE Singapore Acting Municipal Engineer notes, according to the *Free Press*, that the working of joining up mains for which a local firm put in a tender of \$900 was done departmentally for \$395, including some extra work, which would have increased the former amount. Does the Hongkong P.W.D. ever try to save money in this way?

HONGKONG is fished! At least so say some Chinese because a peculiar optical illusion was in evidence at 5 to-day extending from the Peak flag-staff direct towards the heavens. It looked to the "naked-eye" like a long and narrow column of smoke about three times the circumference of the flag-staff, and was in the opinion of some witnesses somewhat similar in appearance to a distant water-pipe.

How great a price a country has to pay, if it goes to war without adequate preparation, is well shown by a paper of Mr. Gillen on the cost of the Franco-German struggle of 1870-71, says *The Navy League Journal*. That war caused France a loss of £695,000,000, whilst Germany secured an actual gain of no less than £174,000,000. The direct expenditure upon the war was for France £164,000,000; for Germany £60,000,000. The loss to France was no less than £19 per head of the population, or £76 per household. "Such," concludes the writer, "is the difference made to a country, firstly by being unprepared, and so having to spend more hastily; and secondly, by being the seat of the war."

It is reported in native official circles at Shanghai that owing to the denunciations of a Censor against the Chihli expedition Tientsin Lo Fong-loh (ex-Viceroy Li's Naval Secretary) and Wu Mouling (Woo Jim-pah, ex-compradore H. and S. Bank, Tientsin), the Emperor has sent emissaries to make enquiries on the spot. The accusations are, according to our Shanghai morning contemporary, said to relate to the administration of the Peking fleet; the unwarranted acceptance of Captain Lang's resignation; supporting fellow-provincials to the exclusion of more worthy and braver naval officers; and peculation which led to the insufficient supply of war material to the ships at the critical moment.

LAST evening, at Thomas' Bill-rooms, Mr. T. H. Reid gave an exhibition of simultaneous chess-playing, undertaking to conduct nine games against members of the Chess Club at once. Mr. Reid won seven games, drew two and lost one. The games counted as wins for Messrs. Dannenberg and Percy, and Mr. Solly's second game were not played out, but the simultaneous play had the advantage in all. Mr. Barlow's was the prettiest game, for though Reid was a piece up, Barlow had a hot attack. It was a good draw. Hooper's draw Reid should have won by careful play, but there was no time to finish. This was the first simultaneous game seen in Hongkong for some time, and Mr. Reid is to be congratulated upon the success attending his efforts.

MR. J. W. CARRINGTON, Q.C., who has just been appointed Chief Justice of Hongkong, was educated at Cuddington College, Barbados, and Lincoln College, Oxford, and has filled several minor colonial appointments, including those of Chief Justice of Tobago and St. Lucia. He was appointed Acting Chief Justice of Grenada in 1886, and Attorney-General of British Guiana in 1888. He is the author of works on the laws of the colonies with which he has been associated. Sir Fielding Clarke, who vacates the Chief Justiceship of Hongkong to occupy a similar post at Jamaica, has been fifteen years in the Colonial service, having gone to Fiji as Attorney General in 1871. He is only a little over forty years of age, and is one of the most popular officials in the colonies. He was not long in Fiji before he was promoted to be Chief Justice of that Colony and Chief Judicial Commissioner for the Western Pacific. Six years ago he was appointed to a Peine Judge'ship in Hongkong, but in 1892 he became Chief Justice of the Colony. His promotion to Jamaica will give general satisfaction.

COLONIAL CADETSHIPS. Mr. Chamberlain has cancelled the regulations under which competitive examinations for colonial cadetships have hitherto been held, and the Civil Service Commissioners have agreed that examinations for these appointments shall in future be held simultaneously with the examinations for Class I clerkships in the Home Office and for the Indian Civil Service, and that the examinations for the Class I and Indian Civil Service schemes. The change will come into effect at the examination to be held in August, 1896, if any vacancies for colonial cadetships are then offered for competition.

(We sincerely hope that Hongkong will not be called on to welcome any more colonial cadets under this or any other system of examination for many long years to come. We are burdened at the moment with very many more of them than we want or can use for a very long time to come, and if we could get rid of a few of them it would be a very considerable relief.—Ed., H.K.T.)

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

FIFTH ANNUAL MEETING.

The fifth annual meeting of members of the above named Association was held in the B.M.M.O.A. Rooms, No. 17 Praya Central, last night. Captain B. Branch (Hon. Treasurer) presided, and there were also present Captain T. Hall (Commander steamship *Nemosa*) Captain Morgan and Captain R. Currie, and Messrs. W. Thom, D. Shearer, J. Grey, B. Allen, F. W. Evans, S. Budge, J. Thomas, Captain J. E. McArthur (Secretary) and several others.

The Secretary having read the notice convening the meeting, Captain Branch said:—Gentlemen, it affords me no little pleasure to meet you here to-night to commemorate the fifth anniversary of the birthday of this purely British Association. During the brief period of its existence this Association has accomplished a good deal for the benefit of the members of the profession, and its establishment has, under the wise control and invaluable guidance of those who have kindly filled the position of President, I am glad to think and believe, resulted in the maintenance of highly desirable cordial relations with our employers (applause). If no other result had emanated from the foundation of this Association in this great seaport I am fully persuaded that we shall have no cause to regret the day just about five years ago, when we were able to consider this Association a thorough "colony concern" (renewed applause). In the course of five years there have been several changes in the management and direction of this institution. The cold, relentless hand of Death has deprived us of the services of two Presidents who took a warm interest in our affairs. Nothing daunted, however, we persevered and after receiving much timely aid from Captain Tillett we are now, as I know, much indebted to Mr. J. J. Francis, Q.C., for his ready acceptance of office as President. I am glad to be able to report to you that I had the pleasure of an interview with Mr. Francis this afternoon, and was asked by him to inform you that had he been well enough he would have been very glad to be present to-night, but unfortunately that was out of the question, although I am very glad to be able to state that he is now on the high road to the complete recovery of his wounded health and strength (hear, hear, and applause).

To turn to the business before us, I may state that financially we are in a better position than at the end of the half-year ending 30th June, 1895. Although we have had to write off about \$600 for bad debts yet we have a satisfactory credit balance in the bank (applause), as you will see by the statement of accounts now laid before you and the passing of which I beg to move. I feel it my duty to urge you to use your influence to bring new members into the fold, for there is room for improvement in respect of membership. There must be a good many members of the profession standing out who ought to belong to this Association, and to whom the \$1 monthly subscription would be no burden. I am very willing to admit that our worthy Secretary has brought in several new members during the past six months, but what I wish to lay stress upon is my opinion that a very great deal might be accomplished by the members, especially the members of the Committee, never losing an opportunity to induce a brother officer to join the B.M.M.O.A. (applause). The accounts do not call for any special comment, and if there are no questions I shall be glad if one of you will record my motion, that the report and statement of accounts as presented be adopted and passed.

Mr. D. Shearer seconded the Chairman's motion, and on being put to the vote it was carried unanimously.

The Chairman then proceeded to read suggestions sent in by members, and a lengthy discussion followed, resulting in Rule 24 being amended, making the subscription for members \$2 per annum, while rule 10 was amended with a view to exempting members from the payment of "absent fees," and providing, further, that Rule 10 should in future apply to all "annual members."

The question of admitting aliens to membership was raised, and it was unanimously decided to refrain from making any radical change in the constitution and rules of the Association, it being generally conceded by the members that the present was owing to the possibility of the *Certificate of Officers Bill* becoming law at some distant date, a very unsuitable time to discuss this once vexed question.

RE THE "BONNINGTON."

After some further discussion about the management of the Association it was decided to give a smoking concert in the Rooms at a comparatively early date, and then the Chairman, in the course of lengthy speech, drew the attention of the members to the rescue of the *Bonington* by the steamer *Boynton*. We said he felt sure none of his hearers could realize the full extent of the terrible anxiety which the accident to the *Bonington* must have caused to the gallant crew and all of whom appeared to have worked, as British sailors will know how to work, heroically to save their ship. He was at a loss for language wherein to express his admiration for the Captain and crew of that ill-fated vessel, which had been posted at Lloyd's as missing, and he felt convinced that irrespective of admiration for their pluck and intrepidity, the seafaring community must be especially pleased not only because the crew had escaped with their lives but also for the very good reason that we should probably soon be in a position to learn from a careful examination of the engine rooms of the *Bonington*, of her boiler and fittings, and from the evidence of her master, engineers and crew what the true cause of the accident was, and what was more important still—how to avoid a repetition of such a disaster. Who was to say that the loss of many a steamer which had left port apparently well found and had never again been heard of, was not attributable to the boiler getting awry and going clean through the side of a ship? In this case the ship's sides were made of excellent material, so that, although they were bulged out yet the plates held fairly well together and this, added to the seamanship, promptitude and skill of the crew, resulted in one of the most marvellous escapes from maritime disaster he had ever heard of. He then moved, amidst loud applause:—

"That this Association has read the reports of the experiences of the crew of the *Bonington* with the deepest interest warmly congratulates Captain Leighton and his crew on the splendid success which crowned their efforts to save their ship; and begs to tender to the said Captain and crew this expression of its admiration and condolence."

Captain T. Hall said he heartily concurred in all that Captain Branch had said, and had very great pleasure in seconding the resolution. The resolution was carried unanimously, and the Secretary was instructed to forward a copy of it to Captain Leighton and invite him, his officers and engineers to make free use of the Rooms as long as they are in port.

After some discussion about the arrangements for the proposed "smoking" of thanks to the Chairman, moved by Mr. Shearer, and seconded by Captain Morgan, was carried, the same secretary being entrusted to the Secretary in recognition of the manner in which he had

performed his duty during his tenure of office, on the motion of Mr. W. Thom, seconded by Mr. Thomas.

THE OBJECTS OF THE NAVY LEAGUE.

"A Friend" contributes the following to the *Navy League Journal* respecting the objects of the League:—

First.—To bring home to every man, woman and child in the United Kingdom that the bulk of the raw material used in our manufactures, and two thirds of the food we eat, is transported across the sea. That, if the supply of material and the export of manufactured products is arrested, the waste land will disappear; so that the purchasing power of the people must be utterly inadequate to their needs, and the available store of provisions, however increased, will be entirely beyond their means. That, consequently, fortifications and military strength adequate to resist invasion will be powerless to avert national disaster. That the protection of commerce at sea is, therefore, vital to the people of this country, and especially to the working classes. That commerce can be guarded only by a supremely powerful navy, able to assert and to maintain the command of the sea.

Second.—To convince every taxpayer and every politician that judicious expenditure upon the navy is, for the nation, only the ordinary insurance which no sane person grudges in private affairs, applied to risks appalling in their nature and extent.

Third.—To enlist, on national grounds, the support of all classes in maintaining the Fleet at the requisite standard of strength, and to denounce any shortcomings in this respect.

Fourth.—To insist that the question of the Navy lies above and beyond all considerations of party politics, that a sudden development of naval strength is impossible, and that continuity of preparation is the essence of national security, and the only preventive of ruinous and creditable scares.

Fifth.—Throughout the Empire to explain by lectures, by the dissemination of literature, by meetings, and by private propaganda, how naval supremacy, the heritage handed down by generations of British seamen, has been alike the source of national prosperity and the sure safeguard of the liberties of the people in periods of stress.

Sixth, and finally.—By inculcating and strenuously upholding the principles of a great national policy based upon sea power, to bind together the scattered members of the Empire into one great whole, united in interests as in heart, and prepared to maintain intact in territory, and unimpaired in honour, the splendid inheritance received from our forefathers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the Company, Bank Buildings, on the 31st instant at noon:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, and all other out-goings, there remained, including \$31,065.49 brought forward from last account, the sum of \$154,065.36 in credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of 6 per cent. on Capital, or \$904,000, be paid to shareholders, that \$45,000 be written off the value of steamers, and that the balance of \$5,065.36 be carried forward to New Account.

The steamer's earnings compare very favourably with those of the corresponding six months of 1895, the net result, notwithstanding a considerable increase of running expenses, showing an improvement of about \$33,000.

During the half-year under review the *Poonas* has undergone considerable repairs, the principal item being a new keel plate. The *Hongkongan* also was docked twice for painting and repairs. All the steamers of the Company are in good running order.

The increase in value of the Company's Share Investments has been passed to a special account, called "Investment Fluctuation Account," which will be available to meet any future depreciation of value.

Messrs. Palmer & Turner have re-valued the properties mortgaged to the Company and consider them good security for the amounts loaned.

At extraordinary meetings of shareholders held on the 30th September and 16th October, it was resolved to reduce the Capital of the company to \$1,200,000 by returning to shareholders \$5 per share, thus reducing the fully paid up amount of the shares from \$20 to \$15, and the necessary steps are being taken to carry this resolution into effect.

The Directors deeply regret the death of Mr. Poon Pong, a member of the Board. The retiring auditors, Messrs. A. O'D. Goudie and F. Henderson, offer themselves for re-election.

E. R. BELLIOS, Chairman.

Hongkong, 22nd January, 1896.

Dec. 31, 1895. Assets.

Value of 4 steamers and 9/16ths of <i>Fathian</i>	\$ 990,000.00
" of wharves	20,000.00
" of cargo-boat and wharf cargo	1,000.00
" of Iron lighter <i>Sun Lee</i>	10,000.00
" of Coal and stores	2,652.77
" of Spare Gear	9,312.67
" of Furniture	750.00
" of shares in Public Companies	157,650.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, Lancashire.SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—WATKINS & CO.,
APOTHECARIES' HALL, 65, Queen's Road Central,
HONGKONG. [56]JUST LANDED
FRENCH CONFECTIONERY.

Crystallized Fruits, Biscuits, Almonds,
Coccolines, Almonds Flots,
Apricotines, Marzipan Almonds,
&c., &c.

CADBURRY'S CHOCOLATE CREMES—
Vanilla Creams, Honey Creams, Caramels,
Nougat Pistache, Pineapple Chocolate,
Chocolate Walnut,
Plush Bagg, Plush Bones and Fancy Boxes,
&c., &c.

"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more iron carbonate
than that from any other Chalybeate Spring.

FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central,
Hongkong, 10th October, 1895. [48]

MR. CHADWICK KEW.

(LATE OF POATE & NOBLE.)
HAS OPENED his Dental Rooms at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAUPP & Co.
Teeth filled permanently from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [35]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.
We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.

Call Flag "W"
J. W. KEW & Co.,
STEAM WATER-BEAT CO.,
15, Praya Central,
Hongkong, 7th October, 1895. [36]



KANANGA
OF JAPAN
(REGISTERED)
RIGAUD & Co
PARIS

Kananga Water is the most delight-
fully refreshing
Toilet Water. It refreshes the skin, relieves
mosquito bites and imparts a delicate fra-
grance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chémali EXTRACT
8, RUE VIVIERNE, 8, PARIS

"Almost as
Palatable as Milk."

This is a fact with regard
to Scott's Emulsion of Cod
Liver Oil. The difference
between the oil, in its plain
state, is very apparent. In

Scott's Emulsion

you detect no fish-oil taste.
As it is a help to diges-
tion there is no after effect
except good effect. Keep in
mind that Scott's Emulsion
is the best promoter of flesh
and strength known to
science.

Scott & Bown, Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of
China—Watkins & Co., Hongkong.
Hongkong, 27th March, 1904.

SIENTING,

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1895. [46]

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. Rogers),
HAS REMOVED

THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel),
CONSULTATION FREE.

Hongkong, 27th July, 1895. [10]

Intimations.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION.

JAVA POWDER



12 & 14, Boul. St. Martin
PARIS

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches—
awarded the highest Prize at every Exhibition;
and for Volkländer and Sohn's

CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 55, Queen's Road Central. [37]

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS
Bordeaux, 1862, Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with
success to restore the FORCES
of the STOMACH and FACILI-
TATES THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MORE HINA OF St. GOLL
CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to
Messrs. DODWELL, CARLILL & Co.,
Hongkong.

Agents for M. OPPENHEIMER & Co., PARIS.

Shipping.

STEAMERS.

FOR SINGAPORE.

THE Steamship

"MASCOTTE,"

Capt'n Ross will be despatched TO-
MORROW, the 25th instant, at Noon.

For Freight, apply to

BRADLEY & Co.,
Agents.

Hongkong, 24th January, 1896. [167]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

Captain Harvey, will be despatched as above
on MONDAY, the 27th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd January, 1896. [96]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Craig, will be despatched for the above
Ports on WEDNESDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.

A Stewardess and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd January, 1896. [141]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"KAISOW,"

E. Warrall, Commander, will be despatched as
above on or about the 30th instant.

For Freight, apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 14th January, 1896. [142]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "POLYPHEMUS")

THE Steamship

"LENNOX,"

will be despatched about 4th February.

S.S. "PORT ADELAIDE,"

will be despatched about 18th February.

S.S. "CHAZEE,"

will be despatched about 4th March.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th January, 1896. [78]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

(To follow the S.S. "GLAMORGANSHIRE.")

THE Steamship

"MERRIONETHSHIRE,"

Captain Davies, will be despatched for the above
Ports on or about the 8th February.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 22nd January, 1896. [189]

Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship

"NANYANG,"

Captain F. Scholz, will be despatched for the
above Port TO-MORROW, the 25th instant,
at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co.,
Agents.

Hongkong, 22nd January, 1896. [189]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON,"

Captain Brophy, will be despatched as above
TO-MORROW, the 25th instant, at 5 P.M.,
instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd January, 1896. [144]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT,
VIA PORTS OF CALL.

(Calling at LONDON)

THE Company's Steamship

"CHINGWO,"

James G. G. Commander, will be despatched as
above on or about the 25th instant, instead of as
previously advertised.

For Freight, apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 21st January, 1896. [101]

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for
CHANGHAI, HANKOW and PORTS on the
YANGTZE.)

THE Steamship

"YUNG PING,"

Captain Clemens, will be despatched for the
above Port on TUESDAY, the 28th instant, at
5 P.M.

For Freight or Passage, apply to

CARLWITZ & Co.,
Agents.

Hongkong, 23rd January, 1896. [197]

"SHIR" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvian, will be despatched for the
above Ports on TUESDAY, the 28th instant,
instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 14th January, 1896. [1704]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship

"HINSANG,"

Captain J. Kynoch, will be despatched as above
on or about THURSDAY, the 29th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd January, 1896. [194]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched as above
on SATURDAY, the 1st February.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd January, 1896. [186]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Ship

"DANIEL BARNES,"

Rogers, Master, will load here for the above Port,
and will be despatched on or about the 15th
February.

For Freight, apply to

CARLWITZ & Co.,
Agents.

Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.

THE 3/3 A.L. American Ship

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will load
here for the above Port, and will have quick
despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"BRODICK CASTLE,"

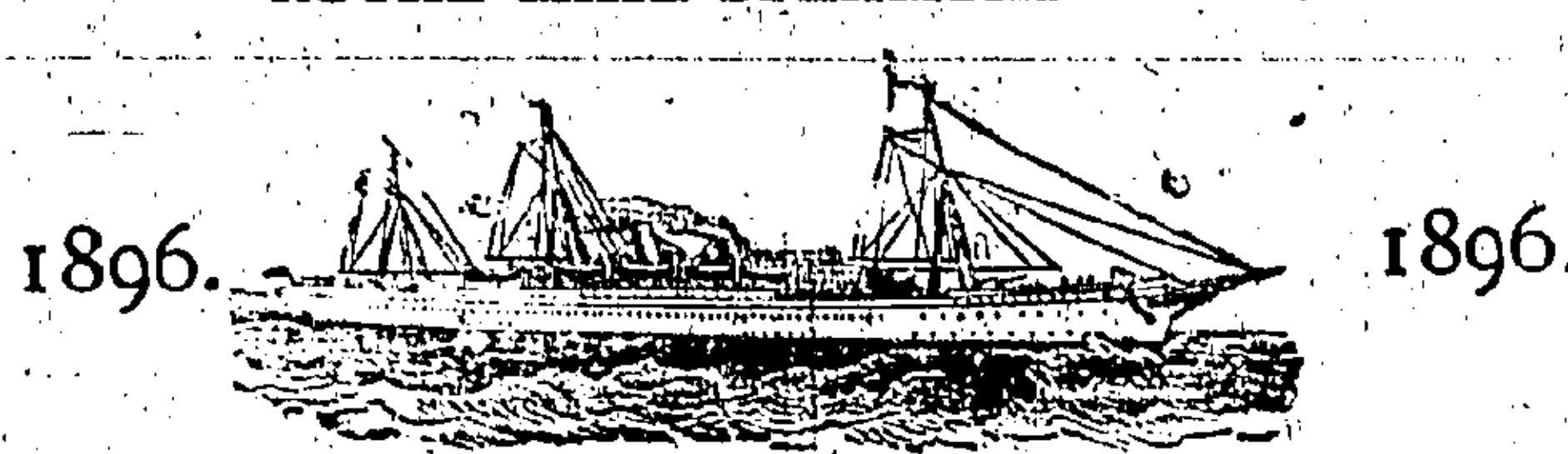
Ferguson, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, 3rd December, 1895. [1896]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender's Street. [3]

HONGKONG, 22nd January, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA AND
EUROPE.

VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 1st Feb., at Noon.

Capricorn (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 3rd March, at Noon.

Gaule (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 21st March, at Noon, 1896.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA AND
YOKOHAMA, on SATURDAY, the 25th Jan.,<